

CAC - 2554
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1 November 1961

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MEMORANDUM FOR : Chief [REDACTED]

SUBJECT : Flight Testing of Perkin-Elmer Equipment

1. Background: The local flight testing of the Perkin-Elmer instrument in a C-119 aircraft has been justified on several occasions. A C-119 has now been replaced by a C-123 due to availability. This presents a small problem in the fact that drawings have been prepared to modify a hatch on the C-119, but engineering data on the C-123 has not been thoroughly investigated. I understand, however, that Kelly Johnson has modified a C-123 in the past; therefore, he should be able to transpose the engineering requirements from the C-119 drawing to a C-123 without too much trouble. Lt. Colonel [REDACTED] now indicates that additional justification will be required by Colonel Geary so he can approach General Strother and/or General Smart on allocating an aircraft and crew for these tests.

2. Action Required:

(a) Justification: Evidently, another call to Colonel Geary is in order to firm up the C-123.

(b) Engineering: [REDACTED] has been queried regarding availability of data to modify a C-123 in lieu of a C-119 for the Perkin-Elmer instrument installation. They see no problem. Development Branch is obtaining operations manuals to forward to P-3.

(c) Maintenance: There will undoubtedly be adequate time between P-3 test for routine maintenance purposes, since they expect to remove their equipment and take it back to the plant for work on an "as required" basis. Perhaps the crew could fly back to their home base for this purpose. Actually if they stayed "on call" at their home base, it should save us travel funds. I suggest that this problem be discussed between Material Staff and Colonel Geary.

(d) Airfield Choice: There is still a loose end on the choice of an airfield in the Newalk area as a base of operations for the P-3 tests. Bridgeport and West Chester are under primary

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consideration, but Westover AFB has not been entirely ruled out, although A-1 would have much further to travel. Bridgeport is a pure civilian airstrome with limited hangar space. West Chester has an Air National Guard assigned with some hangar space which we may be able to obtain with priority and pressure. Now that a decision on the type of aircraft has been made, a firm decision on the choice of airfield is required. It is suggested that this decision be made jointly between SPS and Colonel Deary's office since it involves an Air Force crew and aircraft.

(e) Security: A cover story has been devised by A-1 to take care of their local problem. They will be testing new resolution charts. In addition, once the airfield for local testing near Norwalk has been determined, a guard system must be arranged.

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[Redacted]
Deputy Chief, Development Branch
DWB-25/P

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